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INFORMATION REPORT

25X1 [redacted]

COUNTRY (USSR (Saratov Oblast)

DATE DISTR. 14 March 1954

SUBJECT Railroad Car and Tank Plant No. 180
25X1A

NO. OF PAGES 4

NO. OF ENCLS. 3 (LISTED BELOW)

[redacted]

25X1

SUPPLEMENT TO REPORT NO.

[redacted]

THIS IS UNEVALUATED INFORMATION

[redacted] 25X1

1. Designation and location:

25X1 [redacted] the Locomotive and Railroad Car Repair Plant No 180 is at the Saratov Railroad Yard (see Annex 2). The corresponding
25X1 production figures [redacted] prove that the information refers to the same plant.

2. Plant history:

a. The plant existed before World War I. Since then it had repeatedly been enlarged and modernized.

b. Machinery from various evacuated plants were removed to this plant during the war (in 1941). [redacted] parts of a Leningrad
25X1 Plant; [redacted] parts of a Kiev Plant.)

c. The plant started to manufacture tank parts, especially tank hulls, at the beginning of the war. Tanks, locomotives and railroad cars were repaired.

d. The plant was converted to the exclusive construction of locomotive tenders and to locomotive repairs at the end of 1947. (The railroad car repairs, which were not observed in the plant after this time, may have been shifted to the Engels (51°30'N/46°05'E) Railroad Car Plant). Machines from dismantled German plants arrived for installation for this new production line. [redacted] the incoming machines
25X1 were 60 percent unserviceable due to damage incurred during dismantling and shipment.

[redacted] 25X1

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e. Engineer Orlov was manager of the plant in October 1947. Suvorov was manager in May 1942, and Ogurchikov in March 1943.

3. Plant installation:

25X1 a. [redacted] the plant area at 200,000 to 250,000 square meters (400 x 500 meters, 500 x 500 meters). The differing indication [redacted] 25X1
25X1 [redacted] (1,000 x 600 meters) is less probable. The area surrounding the plant is covered with buildings thus limiting any plant enlargement.

b. Most of the plant buildings are brickwork structures without plastering.

c. The following departments are recorded (the enumerations correspond to the numbers of Annex 3)

(1) Foundry

Installation:

25X1 Three cupola furnaces ([redacted] only two furnaces had a monthly output totaling 500 tons)

Production:

Casing of all kinds of spare parts ([redacted] casings for tank engines were also cast). 25X1

(2) Special department at the foundry

Shells were allegedly manufactured in this department during the war.

(3) Forge

Installation

4 steam hammers, 0.5 ton each

3 steam hammers, 1 ton each

2 steam hammers, 2 tons each

25X1 [redacted] four steam hammers, [redacted] three steam 25X1
hammers as well as some presses. Five forge fires were also indicated [redacted] 25X1
25X1 [redacted]

Production:

The alleged monthly output was only 200 to 250 forgings of various kinds.

(4) Mechanical department

Installation:

10 lathes
4 planers
2 thread cutting machines
4 milling machines/and other machines

These indications are mainly confirmed [redacted] however, 25X1
indicated "about 35 lathes" and also mentioned

25X1 [redacted] 25X1

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25X1

[redacted]

15 SEP 1978

5 jointing planes
2 crankshaft grinding machines
8 to 10 drilling machines
1 bevel wheel milling cutter

The plant also had three special machines for testing the gauge width.

All lathes and milling machines were electrically operated.

Production:

Manufacture of spare parts.

(5) Locksmith department (tool department)

Installation:

2 lathes
1 milling machine
1 planer

Eight German vertical turning and boring machines were installed after the war [redacted] 25X1

Production:

Tools for plant use and repair work.

(6) Welding department

Installation:

Several electric and gas welding apparatuses.

Production:

Cutting and welding of locomotive boilers. Welding of tank hulls during the war and perhaps until the end of 1947.

(7) Assembly department (locomotives and locomotive tenders)

Installation:

Two bridge cranes.

Production: Tank repairs during the war. Now converted to locomotive and tender repairs and the construction of new tenders (?).

(8) Assembly department (railroad cars)

Installation: not recorded

Production:

Railroad car repairs.

(9) Transformer station

No details are available.

(10) Boiler house

Installation:

Four steam boilers
This house had a metal smoke-stack, 35 to 40 meters high.

Production:

Steam generation for heating the plant and the steam forge.

(11) Administration

(12) Locomotive shed

4. Production:

a. The Locomotive and Railroad Car Repair Plant No 180 was partly converted to tank repairs and production of tank parts at the beginning of the war. [redacted] entire tank hulls were also allegedly welded at the end of 1941 and early in 1942. These tank hulls were said to have been shipped to another plant in Saratov or Engels for further assembly. The daily output of 15 completed hulls indicated [redacted] is less credible, than the five to six hulls indicated [redacted] the norm was considerably higher but could not be reached due to the shortage of materials. [redacted] light tanks (8 to 9 tons) were temporarily constructed early 1942.

25X1 25X1 25X1 25X1 25X1

b. The locomotive and railroad car repairs were continued in addition to the tank repairs. The prescribed monthly quota was 30 general overhaulings but only 15 to 20 could be done although the exchange of boilers was considered as general overhauling. The tank repairs were continued until about 8 October 1947.

c. The plant was converted to the construction of locomotive tenders in August 1947. Tank repairs were completely suspended at the beginning of 1948 at the latest and were not resumed until the end of the period of observation. This suspension may have been due to the construction of the Tank Plant in the northwest of Saratov, west of the tank school.

d. The indications on the monthly tender output vary between 4 to 100 units. However, if any new tenders were constructed, it could have been only a very few. The indicated high output figures presumably included reconstructed (enlargement of volumetric capacity) and repaired tenders. It is hardly probable that the construction of new tenders was continued in the plant as tenders are usually built in the locomotive plant itself according to all previous observations.

5. Work force and working time:

a. The indicated labor figures are not very reliable. A work force of 5,000 men working in three shifts is probably exaggerated. It is more credible that 2,000 workmen were employed in two shifts of 12 hours each (wartime production) [redacted] About 200 German PWs were also employed as skilled workmen in the plant during the time of observation.

25X1

b. [redacted] the postwar working time was three shifts of 8 hours each. [redacted] following shifts: 8 a.m. to 5 p.m. to 12 p.m.)

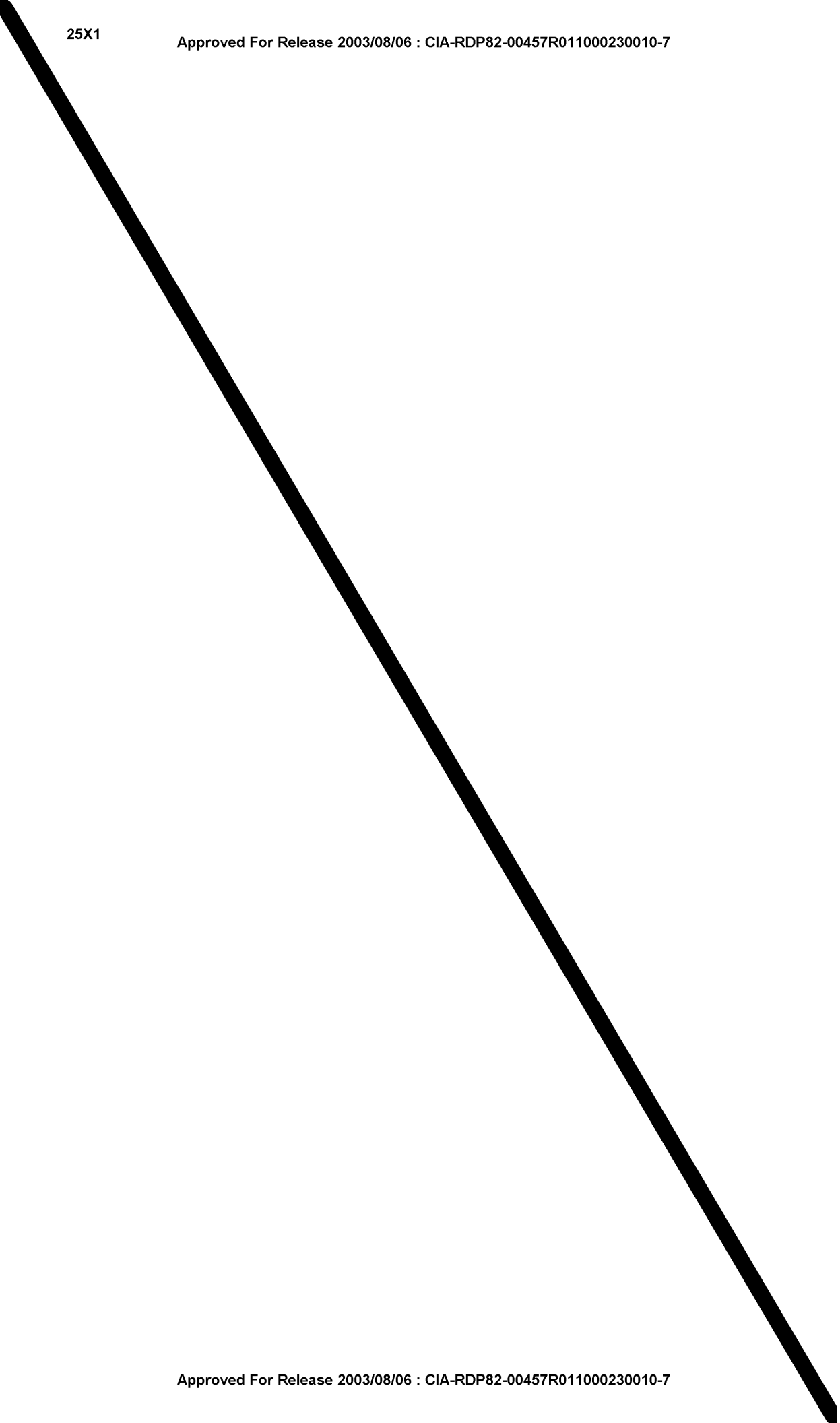
25X1 25X1

6. Power Supply:

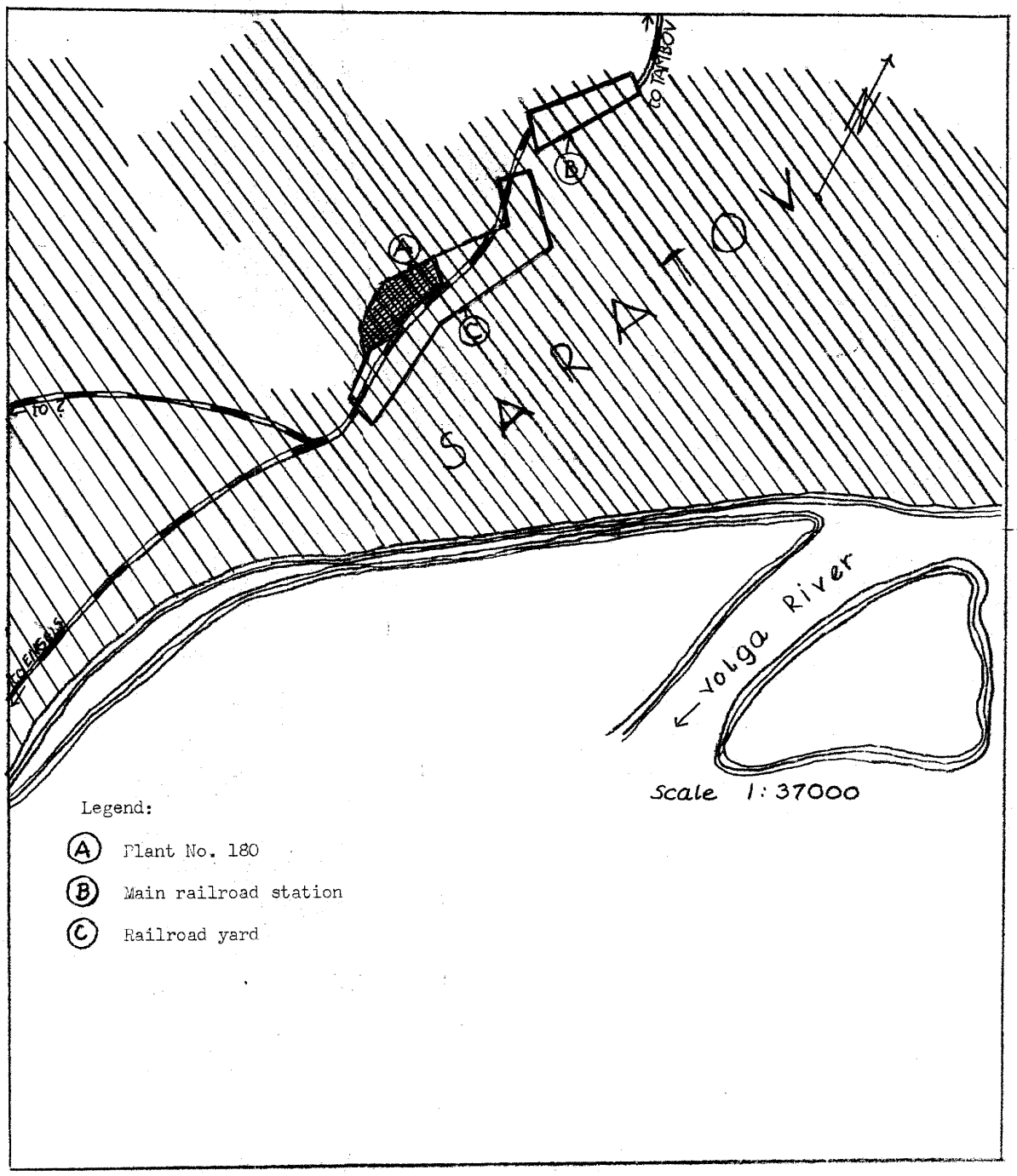
Power is supplied from the Sar-Gres Power plant through a plant-owned transformer station. In addition to coal natural gas (coming from the Yelshanka fields) was used for firing.

25X1 3 Annexes: [redacted]
2 and 3 - Railroad Repair Plant No 180 in Saratov (sketches)

25X1 [redacted] CONFIDENTIAL [redacted] 25X1



Railroad Repair Plant No. 180 in Saratov



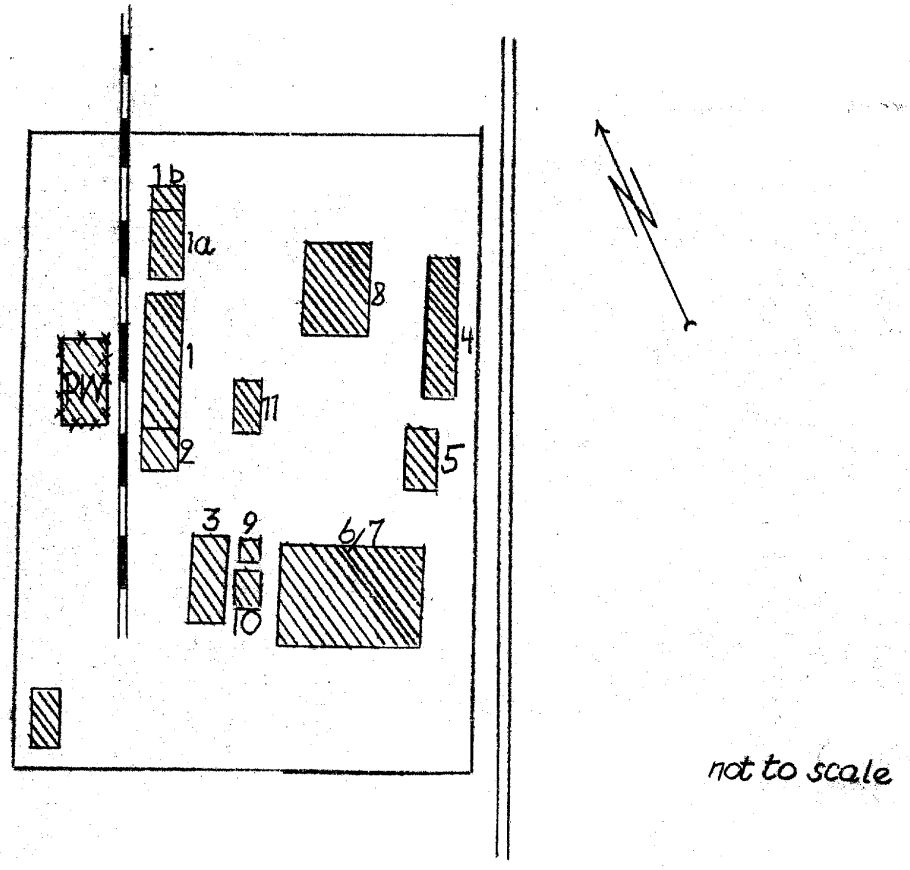
Legend:

(A) Plant No. 180

(B) Main railroad station

(C) Railroad yard

Railroad Repair Plant No. 180 in Saratov



Legend:

1 Foundry department
1a Foundry cleaning shop
1b Electric repair department
2 Secret department
3 Forge
4 Mechanical department
5 Locksmith department
6 Welding department
7 Assembling department for locomotives and tenders
8 Assembly department for railroad cars
9 Transformer station
10 Boilerhouse
11 Administration
12 Engine house
PW PW Camp No. 7238/7